



AETC Bases News Clips

LUKE AFB, AZ



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WV leaders named to Military Affairs Commission

by Darryl Henning
assistant managing editor

Gov. Janet Napolitano has named Goodyear Mayor Jim Cavanaugh to serve on the state's new Military Affairs Commission.

The commission has been charged with monitoring developments regarding Arizona's military installations and making recommendations on executive, legislative and federal actions necessary to sustain and grow those installations.

"It's a good group of people," Cavanaugh said of the newly appointed commission. "I think I was selected because of the good work Goodyear has done with preserving Luke [Air Force Base]. We've been a pretty good sentinel for Luke, perhaps they think we can do likewise for the rest of the state's bases."

Cavanaugh currently serves as co-chair of the Luke-West Valley Council with Brig. Gen. Philip Breedlove, commander of Luke's 56th Fighter Wing. He also is a member of the Fighter Country Partnership, a community support group whose mission is to "Guarantee USAF's Mission at Luke."

Both as a councilman and now as mayor, Cavanaugh has played a leading role in Goodyear's commitment to protect Luke from encroaching development. As chairman of the Goodyear General Plan Committee, he successfully led efforts to use zoning and the General Plan to ensure compatible land uses in the areas of Goodyear next to Luke's Southern Departure Corridor.

In addition to his experience as mayor, Cavanaugh also will bring his 30 years' experience in the Air Force, from which he retired as a colonel, to the Military Affairs Commission. He also has a keen understanding of the Base Realignment and Closure process, having served as commander of Chanute Air Force Base at Rantoul, Ill., a base that was closed a decade ago in a previous round of BRAC action.

Also named to the commission were Litchfield Park resident Lisa Atkins, executive director, County Supervisors Association; retired Air Force Lt. Gen. Gene Santarelli, as co-chair; Michael Francis, president of the West Valley Community Action Coalition; Tucson Mayor Bob Walkup; Sierra Vista Mayor Tom Hessler; Yuma County Supervisor Lenore Stuart; Pinal County Supervisor Sandie Smith; Retired Marine Lt. Gen. Robert Johnston; retired Marine Lt. Gen. Thomas Browning; Thomas M. Finnegan; president, Fort Huachuca 50; Monsignor Richard O'Keeffe, Immaculate Conception Church in Yuma; and Priscilla Storm of Diamond Ventures in Tucson.

The state House of Representatives and Senate will name two more commissioners to the panel.

BRAC criteria and Luke

The final BRAC criteria were released at the end of February by the Department of Defense. The criteria, which will focus primarily on the military value of bases, generally bode well for Luke, Atkins said.

"The criteria ... allows for a fair evaluation within the framework of the BRAC decision process," she said. "The Secretary of Defense is clearly looking for facilities that are uniquely positioned to provide the necessary support for joint mission success.

"The combination of Luke AFB and the Barry M. Goldwater Range provide the components called for by the Department of Defense in its selection criteria."

Luke also is "well-positioned" to provide training for F-16 and F-18 pilots in the Air Force, Navy and Marines, Atkins added, and it is "exceptionally well prepared to accept the training requirements of the nation's newest multi-role fighter, the F-35, known as the Joint Strike Fighter."

Atkins also cited the quality of life afforded to personnel assigned to Luke by its surrounding communities and Maricopa County, and the support of government and community organizations for the base throughout the Valley. Cavanaugh agreed with Atkins, but issued a caution.

"I think the value of a flying base is taking off and landing at the base, and if encroachment is allowed to get any worse, that value will be lost," he said.

West Valley View

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AETC Bases News Clips

Vance AFB OK



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New partnership forms at Vance: Workers, contractors join forces to benefit base, selves

3/11/04

By Scott Fitzgerald
Staff Writer

Improving general services at Vance Air Force Base will do more than benefit management and labor.

It also could be a feather in the cap for those working to help keep Vance open during the next round of base closures scheduled for 2005.

That was the assessment of contractors and union officials representing workers at the base.

"Based on the new relationship, we are ready to move forward. This is good news for Vance Air Force Base, Enid and the work force," said district manager Jerry Mc-Cune of International Association of Machinists and Aerospace Workers (IAMAW) Local 898 in Enid.

The new relationship McCune talks about is a working partnership between management of the contractors - DynCorp and Trend Western - and the approximately 900 IAMAW workers who have jobs in aircraft maintenance, supplies, fuels and fitness areas at the base.

Referred to as "High Performance Work Organization (HPWO)," IAMAW offers the working partnership as a means for labor contract workers to have roles in decision-making that affects the work flow.

"HPWO is a process of making decisions. This gives them (workers) responsibility and tools to do the job," said James Reid of the union's HPWO Partnerships Department.

Formed 10 years earlier, HPWO has a success record, including expanding production capacity for Harley-Davidson and Weyerhaeuser, Reid said.

"The goal of HPWO is to save and create jobs by helping the business grow. If we can help the employer, growth of capacity is possible," he said.

IAMAW spokesman Robert Wood said a more efficient work flow at Vance is "a better fit for the mission" and would provide evidence to Base Realignment and Closing Commission officials Vance could readily expand without a hitch in terms of meeting services.

Getting management and workers to sit down at the table to participate in an HPWO was one of many agreement terms reached by DynCorp-Trend Western and the IAMAW in a joint seal of approval for a three-year contract in June 2003.

HPWO does not affect any terms of the collective bargaining agreement.

Workers and management got to it starting Monday at Autry Technology Center. Planning sessions with equal representation of labor and management personnel continued through Wednesday.

DynCorp manager Jay Merz said the discussions centered on forming work groups with equal representation that would oversee areas such as aircraft maintenance, civil engineering, information technology, logistics and community service.

"We are seeking everyone's input. This is a natural working group. They (union workers) would have representation," Merz said.

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Vance support group receives 'positive' word at the Pentagon

3/10/04

By Robert Barron
Staff Writer

WASHINGTON - Enid representatives had a positive meeting with Pentagon officials Tuesday as they marked their annual visit to the nation's capital in support of Vance Air Force Base.

This year's visit may have carried more weight than others with the next Base Realignment and Closure round scheduled to come up in 2005.

U.S. Rep. Frank Lucas, R-Okla., met with the group and accompanied them to the Pentagon. Lucas characterized the Pentagon visit as a "positive and good visit."

"We had a good group on the annual visit to the nation's capital to check on the health and well-being of Vance Air Force Base," Lucas said.

The 16 Enid representatives and Lucas spent about four hours speaking with Secretary of the Air Force James G. Roche, as well as a number of undersecretaries and Air Force officers.

"We discussed important issues affecting Vance presently and in the future and had a very positive and good visit," Lucas said.

One of the most interesting aspects of the conversation, Lucas said, was when an Air Force undersecretary said there is no list of bases targeted for closure.

"There is no list of facilities at risk. That's a good sign," Lucas said.

In the past several years, Lucas said, \$46 million has been spent on military construction at Vance for projects either completed or ongoing.

The only area lacking is a \$4 million control tower project, which the Air Force has scheduled for 2009. Lucas said the Oklahoma congressional delegation and Enid officials will work to speed up that project.

"It shows how hard the community and the delegation have worked together to get that work done," he said. "We can't ever let our guard down. In this round every domestic facility will be looked at."

Lucas said Vance is fortunate to have its unique role as a joint training facility with an outstanding record of training good people in a cost-effective manner.

"I think we have a good case, both on the civilian side and among the blue suits in the military. Let's just get this thing over with," he said.

The nine-member BRAC commission is scheduled to be appointed in just about one year - March 15, 2005. The secretary of defense will present the Pentagon's recommendations for bases should be realigned or closed to the commission on May 16, 2005, while the commission's final list will be released Sept. 8, 2005.

Then, Congress will vote to accept the whole list or reject it. If Congress approves the list, it must be signed by the president.

"My goal is that we don't do another BRAC. This completes the fourth round in the last 15 years. It will have been a dramatic reduction in military domestic infrastructure since 1995," Lucas said.

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Also discussed in Washington were the current Vance housing program, city efforts to provide more land and secure the north side of the base, the state Legislature's work to help protect air space and Enid's participation in that process, Lucas said.

"We also talked about things from the Air Force perspective. I must confess, going with the Enid community every year since 1995, it was one of the best, most positive meetings," he said. "I wish everything went as smoothly as it did today."



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Vance AFB OK



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'The last ones flying'

Vance students make final flights in T-38A jets

3/10/04

By Kevin Hassler
Associate Editor

Flying history was made Tuesday at Vance Air Force Base when 2nd Lt. Chad Rogers and Capt. Mark Schmidt took off in their T-38A jet trainers.

When they landed, an era at Vance came to an end. Their flights - which also included instructors Capt. Drew Allen and Capt. Richard Hoyt - were the final training missions in the T-38A for students going through Joint Specialized Undergraduate Pilot Training at Vance, which has been flying the A model of the Talon since 1963.

"We're going to be the last ones flying them," Rogers said before he briefed for the mission.

From now on, students will fly the updated T-38C. On the outside, there's no difference. The Talon keeps the same look it has had since the first one flew in 1959.

It's the insides that have changed.

The C model has an upgraded digital cockpit, including heads-up display, electronic engine display, global positioning system and a multi-functional display. The digital instruments take the place of the old-style dials and gauges.

The new instruments give the cockpit of the T-38C a look closer to what pilots see in the Air Force's front-line fighters and bombers.

The digital instruments, or avionics, won't make much of a difference for the instructors of the 25th Flying Training Squadron in their primary task - which is training pilots - said Maj. Craig Hollis, an instructor with the squadron.

The main difference will be seen when those students graduate and go on to their "follow-on aircraft," the planes they will fly in the next stage of their Air Force careers, said Lt. Col. R.J. Weiland, operations officer for the 25th FTS.

Upgrading the Talons to the C model will cost about \$600,000 for each plane, but the cost will be more than offset by savings down the line, Weiland said.

With students now having an aircraft with updated avionics, they will be more familiar with what they will see in the future. That will make training more efficient, Weiland said.

Once the pilots leave Vance, he said, and begin training on the next level, they shouldn't need as many flights to become accustomed to their new planes. Because it costs more per hour to operate a fighter or bomber than it does a trainer, that will mean savings for the Air Force, Weiland said.

For Rogers, who graduates Friday with Schmidt and the other students in Class 04-06, the next stage will be pilot instructor training at Randolph Air Force Base in Texas. Then it's back to Vance to serve as a T-38 instructor, only this time he will be flying the C model.

Schmidt will go on to fly the F-15E Strike Eagle after graduation. He's getting what he calls "a 6-foot promotion," moving from the back seat as the weapon systems officer to the front as the pilot.



A T-38A Talon with Capt. Mark Schmidt (front) and Capt. Richard Hoyt at the controls soars over Enid Tuesday off the wing of a T-38C flown by Maj. Craig Hollis. The final two training missions for the T-38A at Vance Air Force Base were flown Tuesday. The planes will be upgraded to become C models. (Staff Photo by KEVIN HASSLER)

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As for the remaining T-38A's at Vance, they will be flown to Williams Gateway Airport near Mesa, Ariz. The airport is the former Williams Air Force Base and the place where Boeing does the up-grade work to make them C models. Then it will be back to training another generation of pilots.



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KEESLER AFB, MS



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Mar. 11, 2004 - one article pertinent to Keesler
Local Bill potentially affects encroachment:

Bill would restrict Clark's tidelands lease authority

By GEOFF PENDER JACKSON –

Secretary of State Eric Clark calls a bill that would restrict his authority over tidelands leases "a plain example of the casinos and their lobbyists trying to dictate terms to the state." Rep. Tommy Robertson, R-Moss Point, authored the bill passed by Senate Ports and Marine Resources on Tuesday evening just before the bills deadline. A similar proposal by Rep. Danny Guice, R-Ocean Springs, died in a House committee. Robertson said the bill stems in part from his and others' anger over Clark's dealings with casinos over leases of public tidelands. Clark has been accused of needlessly delaying or trying to change casino projects with lease negotiations, most recently with a proposed D'Iberville casino. Casinos have challenged his authority over tidelands in court. Environmentalists and others praise Clark as a good steward of public waterbottoms, who protects the public sand beach and Keesler Air Force Base from encroachment. The proposed bill would "require" Clark to issue a lease if all agencies with environmental or regulatory oversight approve the lease and the project. Clark said the proposed bill would require him to "rubber stamp" casino tidelands leases that could endanger "Keesler Air Force Base, the public sand beach and millions of dollars in annual revenue." But Robertson said his bill would not limit Clark's ability to seek the best deal for citizens. "This would just force him to get off his behind once permits are done and get to serious negotiations," Robertson said. Clark responded that "the leadership in the Senate needs to make it clear that the tail doesn't wag the dog when it comes to state land and powerful interests... We've worked to bring more than \$1.25 billion of capital investment to the Gulf Coast. We've protected Keesler Air Force Base against unsuitable development when nobody else would. That's crucially important with Washington starting a new round of base closings."

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Sheppard AFB, TX



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Flag unfurled

Frederick receives Stars and Stripes from base commanders

Donna Smith
Correspondent

FREDERICK, Okla. (Special) — Frederick Municipal Airport Manager Donny Coleman watched the new American flag flying from the pole in the yard before the airport office.

"I wasn't expecting this," he said, "but I'll take it."

Col. H.D. Pumbo Jr., commander of the 80th Flying Training Wing, and Lt. Col. Jeff Snell, commander of the 89th Flying Training Wing, of Sheppard Air Force Base, recently flew into Frederick to make the flag presentation.

"Our 80th Wing could not do business at Sheppard Air Force Base without Frederick, Okla.," Pumbo said. "We're in the process of training student pilots from thirteen nations, and we need an auxiliary airport such as yours — a place with space to practice touch-and-go sorties."

During one of those sorties, a pilot noticed that the flag flying in the yard was tattered.

"We can't do without your support," Pumbo said. "You are critical to our T-37 flights. This is just a quick trip to say 'hello' and to thank you for what you do for us every day. You are great Americans, and great Americans in Frederick, Okla., deserve a new flag flying over their airport."

The T-37 Tweet, a twin-engine jet, is used for training undergraduate pilots, undergraduate navigators, and tactical navigator students in fundamentals of aircraft handling, and instrument, formation, and night flying. Each plane carries an instructor and a student pilot. The pilot training program is a part of the Euro-NATO Joint Jet Pilot Training Program.

In 1974, because of the rapidly rising costs of training pilots, the United States joined the NATO group that later formed ENJJPT. The United States' proposal for training forces was accepted, and in 1978, the United States was formally selected to host

the ENJJPT program for 10 years. In 1987, the program was extended 1989, and in 1989, the program was again extended to 2005. Currently, plans are underway to extend the program to 2015.

For the program to be successful, a combination of major elements must be available. Nationally, the U.S. meets those requirements. In the Texas-Oklahoma area, Frederick meets those requirements: good flying weather, adequate training airspace, existing facilities, and growth potential to accommodate proposed annual requirements.

"The 'Tweeetie,' as some call the small jet," said Coleman, "makes about 60,000 touch-and-go swipes at our runway every year. We've been working together since 1966, and we're happy with the arrangement we have with Sheppard."

That arrangement includes a lease contractual partnership for use of the runway. In return for use of the field,

Sheppard is responsible for maintaining the condition of the runway. Too, Coleman says that because of the military involvement someone is always in the control tower, which is a guarantee of flight safety.

All three, Coleman, Pumbo and Snell, stressed that civilian traffic has the right-of-way. In the past, Coleman said, civilian pilots, afraid of military traffic, avoided the airport.

"We want to stress," he said, "general aviators have the right of way. They have top priority in the flight area."

Watching the flag whipping in the wind, Coleman added, "I didn't know about this presentation until about three weeks ago, and I've really been excited about it. I'm proud of that flag, and I'm proud of our long-time relationship with Sheppard Air Base."

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Air Force buying land, easements around Luke

David Madrid

The Arizona Republic

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Arizona Sens. John McCain and Jon Kyl on Thursday announced a plan by the Air Force to acquire more than 2,100 acres and permanent easements around Luke Air Force Base with \$27.3 million in federal money.

The Air Force believes that the environmental documentation needed to begin buying land in Luke's departure corridors will be completed in April and that the first tract will be bought in June.

The Air Force plans to buy 273 acres around its munitions-storage area south of the base for about \$6 million. By connecting the storage area to the base, the service could better protect the transport of live ordnance to the base's flight line.

The remaining \$21.3 million would be used to buy land or easement rights for more than 1,700 acres, mostly in the southern departure corridor.

That corridor is important because it is the only route left to F-16 pilots for live-armed flights to the Barry M. Goldwater Range in southern Arizona. Most of Luke's 170 sorties a day take off to the south.

Permanent easements would compensate landowners while allowing them to continue to use their property in ways compatible with the base.

The two senators and Gov. Janet Napolitano plan to hold a town-hall meeting Wednesday in Goodyear. Army Corps of Engineers staffers and state and local officials will be there to discuss details of the land-acquisition plan.

The base plans a public forum at 7 p.m. March 31 at the Peoria City Council chambers, 8401 W. Monroe St. Luke will have additional sessions in the following weeks, including a landowners' meeting.

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